

Message Text

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PAGE 01 STATE 062472

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ORIGIN EB-11

INFO OCT-01 ARA-16 ISO-00 CAB-09 CIAE-00 COME-00 DODE-00

DOT-00 INR-10 NSAE-00 RSC-01 FAA-00 L-03 /051 R

DRAFTED BY EB/AN:MHSTYLES:TH

APPROVED BY EB/AN:MHSTYLES

ARA/CAR - MR. WAUCHOPE

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R 282041Z MAR 74

FM SECSTATE WASHDC

TO AMEMBASSY NASSAU

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E.O. 11652: N/A

TAGS: ETRN, BF

SUBJ: CIVAIR - GCOB CONCERN OVER SUSPENSION PAN AM FLIGHTS

REF: NASSAU 508

1. PAN AM HAS APPLIED TO CAB TO SUSPEND SERVICE APRIL 22 - DECEMBER 15, 1974, ONLY AT FREEPORT IN BAHAMAS, THUS ELIMINATING ITS PRESENT FIVE TIMES PER WEEK NYC - FREEPORT NON-STOP. PAN AM ALSO SUSPENDING MIAMI - NASSAU SERVICE AND DOES NOT NEED CAB PERMISSION DO SO. EMBASSY IS CORRECT THAT EASTERN AND BAHAMASAIR BOTH SERVE MIAMI - NASSAU AND THAT DELTA OFFERS NYC - FREEPORT SERVICE VIA NASSAU.

2. BAHAMAS EMBOFF CALLED ON EB/AN ON MARCH 26. HE SAID HE WANTED EXPLORE SITUATION INFORMALLY IN ORDER REPORT TO HIS GOVERNMENT WHAT ALTERNATIVES WERE AVAILABLE. HE WAS APPARENTLY UNAWARE GCOB HAD ALREADY SENT NOTE REPORTED REFTEL. HE WAS TOLD THAT, IN VIEW USG INTEREST IN PLACING NO OBSTACLES IN PATH PAN AM'S EFFORT RESOLVE ITS SERIOUS FINANCIAL SITUATION, CAB WOULD UNDOUBTEDLY PERMIT PAN AM SUSPEND FREEPORT SERVICE, AS IT HAD ALREADY DONE WITH RESPECT MANY OTHER POINTS ELSEWHERE, DESPITE BAHAMAS

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PAGE 02 STATE 062472

CONCERN OVER EFFECT ON TOURISM. EMBOFF SUGGESTED THAT US

MIGHT BE ABLE TO AMEND BAHAMASAIR FIVE YEAR PERMIT TO
MAKE IT INDEFINITE AS A "FAVOR" FOR SUSPENSION PAN AM
SERVICE. DEPTOFF EXPLAINED THESE TWO QUESTIONS NOT

RELATED AND NOTED FIVE YEAR PERIOD DERIVED SOLELY FROM
OWNERSHIP AND CONTROL ISSUE. EMBOFF ALSO ASKED ABOUT SOME
OTHER AIRLINE (PRESUMABLY BAHAMASAIR) OBTAINING RIGHT
OPERATE NYC - FREEPORT. DEPTOFF REPLIED SIMPLY THAT
BAHAMASAIR WAS FREE TO APPLY TO CAB FOR FOREIGN AIR CAR-
RIER PERMIT. RUSH

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Message Attributes

Automatic Decaptioning: X
Capture Date: 01 JAN 1994
Channel Indicators: n/a
Current Classification: UNCLASSIFIED
Concepts: CIVIL AVIATION, FINANCIAL CRISIS, AIRLINES, AIR ROUTE APPLICATIONS, AIR TRAFFIC CONTROL, TOURISM PROMOTION, FIVE YEAR PLAN, AIR SCHEDULES
Control Number: n/a
Copy: SINGLE
Draft Date: 28 MAR 1974
Decaption Date: 01 JAN 1960
Decaption Note:
Disposition Action: RELEASED
Disposition Approved on Date:
Disposition Authority: MorefiRH
Disposition Case Number: n/a
Disposition Comment: 25 YEAR REVIEW
Disposition Date: 28 MAY 2004
Disposition Event:
Disposition History: n/a
Disposition Reason:
Disposition Remarks:
Document Number: 1974STATE062472
Document Source: CORE
Document Unique ID: 00
Drafter: MHSTYLES:TH
Enclosure: n/a
Executive Order: N/A
Errors: N/A
Film Number: D740068-0764
From: STATE
Handling Restrictions: n/a
Image Path:
ISecure: 1
Legacy Key: link1974/newtext/t1974036/aaaaagao.tel
Line Count: 71
Locator: TEXT ON-LINE, ON MICROFILM
Office: ORIGIN EB
Original Classification: LIMITED OFFICIAL USE
Original Handling Restrictions: n/a
Original Previous Classification: n/a
Original Previous Handling Restrictions: n/a
Page Count: 2
Previous Channel Indicators: n/a
Previous Classification: LIMITED OFFICIAL USE
Previous Handling Restrictions: n/a
Reference: NASSAU 508
Review Action: RELEASED, APPROVED
Review Authority: MorefiRH
Review Comment: n/a
Review Content Flags:
Review Date: 06 SEP 2002
Review Event:
Review Exemptions: n/a
Review History: RELEASED <06 SEP 2002 by elyme>; APPROVED <10-Sep-2002 by MorefiRH>
Review Markings:

Declassified/Released
US Department of State
EO Systematic Review
30 JUN 2005

Review Media Identifier:
Review Referrals: n/a
Review Release Date: n/a
Review Release Event: n/a
Review Transfer Date:
Review Withdrawn Fields: n/a
Secure: OPEN
Status: NATIVE
Subject: CIVAIR - GCOB CONCERN OVER SUSPENSION PAN AM FLIGHTS
TAGS: ETRN, BF, US, PANAM, CAB
To: NASSAU
Type: TE
Markings: Declassified/Released US Department of State EO Systematic Review 30 JUN 2005